

# **NOTIFICATION OF ADDENDUM**

## **ADDENDUM NO. 3**

**DATED 12/30/2009**

<b>Control</b>	<b>7107-09-004, ETC.</b>
<b>Project</b>	<b>STP 2010(256)ES, ETC.</b>
<b>Highway</b>	<b>RL SO</b>
<b>County</b>	<b>TOM GREEN, ETC.</b>

Ladies/Gentlemen:

Attached please find an addendum on the above captioned project. Included in the attachment is an addendum notification which details the changes and the respective proposal pages which were added and/or changed.

Except for new bid insert pages, it is unnecessary to return any of the pages attached.

Bid insert pages must be returned with the bid proposal submitted to the Department, unless your firm is submitting a bid using a computer print out. The computer print out must be changed to reflect the new bid item information.

Contractors and material suppliers, etc. who have previously been furnished informational proposals are not being furnished a copy of the addendum. If you have a subcontractor on the above project, please advise them of this addendum. Acknowledgment of this addendum is not requested if your company has been issued a proposal stamped "This Proposal Issued for Informational Purposes."

You are required to acknowledge receipt of this addendum on the Addendum Acknowledgement form contained in your bid proposal by placing a mark in the box next to the respective addendum.

Failure to Acknowledge receipt of this addendum in your bid proposal will result in your bid not being read.

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: STP 2010(256)ES

CONTROL: 7107-09-004

COUNTY: TOM GREEN

LETTING: 01/05/2010

REFERENCE NO: 1230

**PROPOSAL ADDENDUMS**

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\_ PROPOSAL COVER

\_ BID INSERTS (SH. NO.:

X GENERAL NOTES (SH. NO.: SHEET E

\_ SPEC LIST (SH. NO.:

\_ SPECIAL PROVISIONS:

ADDED:

DELETED:

\_ SPECIAL SPECIFICATIONS:

ADDED:

DELETED:

X OTHER: PLAN SHEET 7B

DESCRIPTION OF ABOVE CHANGES

(INCLUDING PLANS SHEET CHANGES)

GENERAL NOTES: SHEET E: ADDED NOTES TO ITEM 7510.

PLAN SHEETS: REVISED PLAN SHEET 7B TO REFLECT ABOVE CHANGE.

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**GENERAL NOTES:**

FIBER OPTIC CABLE SYSTEMS MAY BE BURIED ON THE RAILROAD'S PROPERTY. PROTECTION OF THE FIBER OPTIC CABLE SYSTEMS IS OF EXTREME IMPORTANCE SINCE ANY BREAK COULD DISRUPT SERVICE TO USERS RESULTING IN BUSINESS INTERRUPTION AND LOSS OF REVENUE AND PROFITS. THE STATE AND/OR ITS CONTRACTOR SHALL TELEPHONE TEXAS ONE CALL AT 1-800-545-6005 (A 24-HOUR NUMBER) TO DETERMINE IF FIBER OPTIC CABLE IS BURIED ANYWHERE IN THE RAILROAD'S PREMISES TO BE USED BY THE STATE. IF IT IS, THE STATE AND/OR ITS CONTRACTOR WILL TELEPHONE THE TELECOMMUNICATIONS COMPANY(IES) INVOLVED, ARRANGE FOR A CABLE LOCATOR, AND MAKE ARRANGEMENTS FOR RELOCATION OR OTHER PROTECTION OF THE FIBER OPTIC CABLE PRIOR TO BEGINNING ANY WORK ON THE RAILROAD'S PREMISES.

SIGNS, MARKINGS, DELINEATORS AND SIGNALS CONFORM TO DETAILS SHOWN ON THE PLANS, THE TMUTCD, THE COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICE LIST (CWZTCDL), THE DEPARTMENT'S STANDARD SHEETS, "STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS" AND "SIGN CREW FIELD BOOK." THESE PUBLICATIONS ARE AVAILABLE FROM THE DEPARTMENT'S TRAFFIC OPERATIONS DIVISION.

ALL ITEMS DESCRIBED IN THE PLANS THAT HAVE NOT BEEN IDENTIFIED IN THE PROPOSAL AS SEPARATE BID ITEMS OR OTHERWISE IDENTIFIED FOR PAYMENT ARE SUBSIDIARY. THE WORK PERFORMED, MATERIALS FURNISHED, EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS WILL NOT BE MEASURED OR PAID DIRECTLY, BUT WILL BE SUBSIDIARY TO PERTINENT ITEMS.

**ITEM 5: CONTROL OF THE WORK**

IN THE EVENT THAT A NEW TRAFFIC CONTROL PLAN IS SUBMITTED TO THE ENGINEER FOR CONSIDERATION, PREPARE AND SUBMIT A NEW SWP3 WHEN NECESSARY TO ADDRESS ANY SWP3 CHANGES CORRESPONDING TO THE PROPOSED TRAFFIC CONTROL PLAN.

THE EXISTING ALIGNMENTS IS THE CONTROL FOR THE CONTRACTOR STAKING. ESTABLISH REFERENCE POINTS FOR THE CONTROL PRIOR TO REMOVING THE EXISTING SURFACE.

RESPONSIBILITY FOR CONSTRUCTION SURVEYING SHALL CONFORM TO ARTICLE 5.6.C, "METHOD C."

THERE MAY BE UTILITIES WITHIN THE RIGHT OF WAY. NOT ALL UTILITIES HAVE BEEN SHOWN IN THE PLANS. ANY UTILITY LOCATIONS SHOWN IN THE PLANS

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SHOULD BE CONSIDERED TO BE APPROXIMATE. VERIFY THE LOCATIONS OF ANY UTILITIES SHOWN IN THE PLANS, AND LOCATE UTILITIES NOT SHOWN IN THE PLANS.

IN ADDITION TO COMPLYING WITH THE TEXAS ONE-CALL LAW (UTILITIES CODE TITLE 5, CHAPTER 251), MAKE SUITABLE ADVANCE NOTIFICATION TO AFFECTED MUNICIPALITIES REGARDING CLASS B UNDERGROUND FACILITIES.

DIRECT ATTENTION TO THE PRESENCE OF EXISTING UTILITIES (PUBLIC, PRIVATE AND TXDOT) THROUGHOUT THE PROJECT. PRIOR TO ANY EXCAVATION, INVESTIGATE TO DETERMINE UTILITY LOCATIONS WITHIN THE PROJECT RIGHT-OF-WAY. EXERCISE CAUTION WHEN EXCAVATING IN AREAS WHERE INVESTIGATIONS HAVE DETERMINED THAT UTILITIES EXIST. IF ANY DAMAGE OCCURS TO AN EXISTING UTILITY AS A RESULT OF EXCAVATION OPERATIONS, REPAIR AND BEAR THE ENTIRE EXPENSE FOR THE REPAIR OF ANY DAMAGE.

#### **ITEM 7: LEGAL RELATIONS AND RESPONSIBILITIES**

RESTRICT STORAGE OF EQUIPMENT AND MATERIALS TO APPROVED AREAS. THE ENGINEER WILL NOT APPROVE STORAGE IN ANY TXDOT YARD.

PROPERLY DISPOSE OF ANY WASTE GENERATED FROM SERVICING EQUIPMENT ON THE PROJECT.

DIRECT ATTENTION TO THE PRESENCE OF EXISTING UTILITIES (PUBLIC, PRIVATE AND TXDOT) THROUGHOUT THE PROJECT. PRIOR TO ANY EXCAVATION, INVESTIGATE TO DETERMINE UTILITY LOCATIONS WITHIN THE PROJECT RIGHT-OF-WAY. EXERCISE CAUTION WHEN EXCAVATING IN AREAS WHERE INVESTIGATIONS HAVE DETERMINED THAT UTILITIES EXIST. IF ANY DAMAGE OCCURS TO AN EXISTING UTILITY AS A RESULT OF EXCAVATION OPERATIONS, REPAIR AND BEAR THE ENTIRE EXPENSE FOR THE REPAIR OF ANY DAMAGE.

#### **ITEM 8: PROSECUTION AND PROGRESS**

THE FOLLOWING PORTIONS OF THE PLANS MAY AFFECT THE CONTRACTOR'S PLANNED CONSTRUCTION SEQUENCING. DIRECT ATTENTION TO THE APPROPRIATE PLAN SHEET OR STANDARD SHEET.

- TRAFFIC CONTROL PLAN.
- ENVIRONMENTAL PERMIT, ISSUES AND COMMITMENTS (EPIC).
- RAILROAD EXHIBITS AND/OR NOTES.

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MAINTAIN INGRESS AND EGRESS TO SIDE STREETS AND PRIVATE PROPERTY AT ALL TIMES.

MULTIPLE CONTRACTORS MAY BE WORKING WITHIN THE PROJECT LIMITS AT ANY TIME. THE CONTRACTOR MUST COORDINATE ACTIVITIES IN OVERLAPPING WORK ZONES WITH THE ENGINEER, TxDOT, TXPF, AND OTHER CONTRACTORS AS NECESSARY.

THE CONTRACTOR SHALL RECORD THE NUMBER OF CROSSTIES BETWEEN EACH WHOLE-NUMBER MILEPOST AND PROVIDE A REPORT OF THAT INFORMATION TO THE ENGINEER OR HIS DESIGNEE DAILY.

WHEN CROSSTIES ARE REPLACED BETWEEN MULTIPLE MILEPOSTS THE CONTRACTOR SHALL RECORD THE NUMBER OF CROSSTIES REPLACED BETWEEN EACH INDIVIDUAL WHOLE-NUMBER MILEPOST WITHIN THE WORK AREA AND PROVIDE A REPORT OF THAT INFORMATION TO THE ENGINEER OR HIS DESIGNEE DAILY.

THE REPLACEMENT OF RAILROAD TIES, BALLAST DISTRIBUTION, SURFACING WORK, AND ASSOCIATED MECHANICAL OPERATIONS WILL BE PERFORMED USING STANDARD ON-TRACK EQUIPMENT. ALL WORK MUST BE PERFORMED USING ON-TRACK EQUIPMENT EXCEPT IN DESIGNATED MATERIALS STORAGE AREAS AND MOBILIZATION AREAS WHERE SW3P PLANS ARE IN EFFECT.

OFF-TRACK MOBILE EQUIPMENT MAY ONLY OPERATE IN DESIGNATED MATERIALS STORAGE AREAS OR MOBILIZATION AREAS WHERE SW3P PLANS ARE IN EFFECT.

GRADE CROSSINGS AND APPROACHES MUST BE BROUGHT TO THE ORIGINAL GRADE UPON COMPLETION OF THE WORK AND MAY NOT DEVIATE MORE THAN TWO INCHES (2") FROM THE ORIGINAL GRADE ON THE APPROACHES.

SPECIAL SPECIFICATION 7510 WILL GOVERN FOR MATERIALS AND CONSTRUCTION METHODS.

THE WORKING DAYS FOR THIS PROJECT WILL BE IN ACCORDANCE WITH ARTICLE 8.3.A.2, SIX-DAY WORKWEEK.

## **ITEM 502: BARRICADES, SIGNS, AND TRAFFIC HANDLING**

STOP EQUIPMENT FOR TRAFFIC WHEN CROSSING ANY TRAFFIC LANES. FURNISH FLAGGERS TO WARN EQUIPMENT OPERATORS OF APPROACHING TRAFFIC, UNLESS OTHERWISE DIRECTED.

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RELOCATE OR REMOVE TEMPORARY SIGNS AS NECESSARY. THIS WORK IS CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.

USE AN ADVANCED WARNING FLASHING ARROW PANEL FOR THE CLOSING OF TRAFFIC LANES. PROVIDE ONE STANDBY UNIT IN GOOD WORKING CONDITION AT THE JOB SITE READY FOR IMMEDIATE USE.

KEEP ALL BARRICADES AND CONSTRUCTION SIGNS UP AND IN PLACE UNTIL PARTIAL ACCEPTANCE IS COMPLETE. MAINTAIN "NO CENTER STRIPE", "DO NOT PASS" AND "PASS WITH CARE" SIGNS UNTIL THE PERMANENT LANE MARKINGS HAVE BEEN PLACED AND ACCEPTED.

PLACE ORANGE FENCING AROUND SIDEWALK, WHEELCHAIR RAMPS AND OTHER PEDESTRIAN AREAS THAT POSE A HAZARD TO PEDESTRIAN TRAFFIC AS DIRECTED.

REMOVE OR COVER CONSTRUCTION SIGNS NOT IN USE. DO NOT LAY DOWN SIGNS.

WHEN PREPARING TO WORK IN VEHICULAR GRADE CROSSINGS, THE CONTRACTOR SHALL NOTIFY THE OWNER OF A PRIVATE CROSSING OF THE WORK TO BE DONE AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE OF THE PROPOSED WORK. THE CONTRACTOR SHALL NOTIFY THE CITY, COUNTY, OR STATE ROAD AUTHORITY OF CROSSING WORK TO BE DONE ON PUBLICLY OWNED ROADS AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE OF THE PROPOSED WORK. THE CONTRACTOR SHALL COORDINATE WITH THE PRIVATE CROSSING OWNER OR THE ROAD AUTHORITY REGARDING THE TYPE OF WORK TO BE PERFORMED AND THE TIME THE CROSSING WILL BE BLOCKED OR CLOSED. PRIVATE CROSSINGS SHALL ONLY BE CLOSED FOR ONE DAY. PUBLIC CROSSINGS MAY BE CLOSED FOR MORE THAN ONE DAY IF APPROPRIATE DETOURS ARE ARRANGED WITH THE RESPONSIBLE ROAD AUTHORITY. TRAFFIC CONTROLS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES.

**ITEM 506: TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS**

SILT FENCE OR EROSION CONTROL LOGS MAY BE REQUIRED "DOWNSTREAM" AS DIRECTED BY THE ENGINEER AT CROSSING LOCATIONS WHERE ANY CONSTRUCTION MATERIALS ARE STOCKPILED. SUCH SILT FENCING OR EROSION CONTROL LOGS ARE SUBSIDIARY TO THE CROSSING REPLACEMENT WORK AND

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ALL COSTS FOR INSTALLATION AND REMOVAL ARE INCLUDED IN THE CROSSING COSTS.

**ITEM 7510: BALLASTED TRACK REHABILITATION**

ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH TxDOT STANDARD SPECIFICATION FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS AND BRIDGES, 2004 EDITION, MANUAL FOR RAILWAY ENGINEERING AND UNION PACIFIC RAILROAD STANDARD SHEETS AND SPECIFICATIONS WHERE APPLICABLE.

UNLESS IT IS OTHERWISE STRUCTURALLY SUPPORTED, ALL TRACK SHALL BE SUPPORTED BY MATERIAL WHICH WILL:

- (a) TRANSMIT AND DISTRIBUTE THE LOAD OF THE TRACK AND RAILROAD ROLLING EQUIPMENT TO THE SUBGRADE;
- (b) RESTRAIN THE TRACK Laterally, longitudinally, and vertically under dynamic loads imposed by railroad rolling equipment and thermal stress exerted by the rails;
- (c) PROVIDE ADEQUATE DRAINAGE FOR THE TRACK; AND
- (d) MAINTAIN PROPER TRACK CROSSLEVEL, SURFACE, AND ALIGNMENT.

THE FOLLOWING ITEMS ARE WARRANTIED:

7510 2001	TIE REMOVAL AND REPLACEMENT	EA
7510 2002	SWITCH POINT REPLACEMENT	EA
7510 2003	INVENTORY RAIL REPLACEMENT	LF
7510 2004	RAIL REPLACEMENT	LF
7510 2005	CONCRETE VEHICULAR GRADE CROSSING	LF
7510 2006	TIMBER VEHICULAR GRADE CROSSING	LF
7510 2007	BALLASTED TRACK SURFACING & ALIGNMENT	MI
7510 2008	YARD TRACK BALLAST DELIV & REGULATING	TON
7510 2009	BALLAST DELIVERY & REGULATING	TON
7510 2010	SWITCH TIE REMOVAL & REPLACEMENT - 9'	EA
7510 2011	SWITCH TIE REMOVAL & REPLACEMENT - 10'	EA
7510 2012	SWITCH TIE REMOVAL & REPLACEMENT - 11'	EA
7510 2013	SWITCH TIE REMOVAL & REPLACEMENT - 12'	EA
7510 2014	SWITCH TIE REMOVAL & REPLACEMENT - 13'	EA
7510 2015	SWITCH TIE REMOVAL & REPLACEMENT - 14'	EA
7510 2016	SWITCH TIE REMOVAL & REPLACEMENT - 15'	EA
7510 2017	SWITCH TIE REMOVAL & REPLACEMENT - 16'	EA
7510 2018	SWITCH TIE REMOVAL & REPLACEMENT - 17'	EA